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## MARRIAGE

On July 2nd, at Eggham Hill, Surrey,  
HERBERT ALLAN OTTEWILL, H. M. Consul  
at Wuchow, to ANNE KIRBY QUINN, of  
Hillborough, Ohio, U.S.A.HONGKONG OFFICE: 10A, DES VOUX ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 29TH, 1912.

JAPAN is the "England of the East" in more respects than one, and it is interesting to note that the leading Japanese paper, the *Jiji Shimbun*, in commenting upon the recent speeches in the British House of Commons on the necessity for a steady and constant increase in the naval strength of the Empire, emphasises that it is of vital importance to Japan that she should not drop behind in the race. The fact must not be lost sight of, says our contemporary, that Japan's population, which is now increasing at the rate of 500,000 a year, must of necessity depend upon foreign rice to make up for the yearly deficiency in her own supply. This necessity is intensified, it says, by the gradual metamorphosis of the Japanese from an agricultural to an industrial people, which makes the safe transport of their food a question of vital importance to their national existence. Yet when we turn to the official statistics relating to the cultivation and yield of rice in Japan we find that both show a steady increase, rather than a decrease, during the past ten years, both in the area under cultivation and in the total production. The statistics published by the Japanese Government show that there are now in Japan a total of 13,523 "factories," in which category the mines and shipyards are included, and the total number of operatives in all these is given as 717,161, of whom more than three-fifths

are females. Therefore, if the population of Japan is increasing at the rate of 500,000 a year, and the whole of the industrial enterprises of Japan do not offer employment for more than three-quarters of a million, there is no great danger of the agricultural industry suffering from the metamorphosis referred to. The danger arises more from bad harvests than from scarcity of agricultural labour, though the statistics evidence the fact that whether the harvests be good or bad, Japan relies to a certain extent for supplies from the foreign rice markets. The

*Economic Annual* for 1912 shows the value of the rice import into Japan for fourteen years, and it is interesting to note the fluctuations. In 1898 the value of the rice imported is set down as yen 48,319,310, but in the following year it was less than six millions. From 1899 to 1902 the import kept below twenty million yen in value, but in 1903 it rose to close on 52 millions; in 1904 it reached nearly 60 millions, and in 1905 it stood at 48 millions. This phenomenal import was due, of course, to the war with Russia, which drew thousands of men from the fields to fight the country's battles in Manchuria. After the conclusion of the war the import of rice into Japan steadily declined, in 1910 it did not amount in value to more than yen 8,644,439 and last year, in consequence of a poor harvest, the import rose to twice that value. But whatever the case may be for a big fleet to ensure Japan against a stoppage of food supplies, it is of equal importance to her that her entire seaborne trade should be adequately protected. This trade is constantly growing in volume. Her exports last year were valued at Yen 447,187,538, and her import trade at Yen 510,218,959. Nearly one-half of this seaborne trade was carried in Japanese steamships. In addition to protecting her own coasts, the obligations of the Anglo-Japanese Alliance have to be considered, and in view of the naval shipbuilding which is going on in Europe the *Jiji* points out that Japan must augment her naval power if the value of the alliance is to be preserved. A survey of the Japanese fleet, our contemporary says, reveals that not only many of her armoured ships, forming the main strength of her navy, are almost obsolete, but their designs are lacking in uniformity, which renders their strategic value as a fleet extremely small. When the armoured ships now building are completed, Japan will find herself in possession of a line of ships of newest pattern and of uniform speed and armament; but their number does not yet reach the minimum necessary. Unless, therefore, Japan establishes a definite plan of naval expansion and sets to work in dead earnest, not only will it be impossible for her to effect any increase of her power, but she will have to face a yearly retrogression. "This means that Japan is moving against the world's current in the matter of naval expansion and sappling the very foundation of her existence as a modern Power, to say nothing of the inevitable diminution in the efficiency of the Anglo-Japanese Alliance." Whether these opinions are "inspired" and foreshadow a new shipbuilding programme for Japan remains to be seen, but we think it by no means unlikely, especially in view of the recent decision of the Russian Government to expend fifty million pounds sterling on naval shipbuilding in the next five years.

The completion of the Japanese trans-Saghalien Railway has been celebrated.

For leaving without notice and using abusive language to her mistress, an amah was fined \$5 at the Magistracy on Saturday.

At the Magistracy on Saturday a man was fined \$100 for storing dynamite without a licence. Mr. Irving said the man was liable to six months.

For being in unlawful possession of lottery tickets and offering the same for sale, a Chinese was fined \$100 at the Magistracy on Saturday.

It is stated that Mr. W. M. Royds, British Consul at Chemulpo, has been transferred to Manila. Mr. Twissell Wawn, British Consul at Nagasaki, has arrived at Chemulpo to take up the post vacated by Mr. Royds.

Mr. J. M. Macedo, Consul for Peru, was "at home" yesterday at his office in College Chambers, on the occasion of the 91st Anniversary of the Peruvian Republic, and received a large number of official and civilian callers.

The Commissioner of Customs at Nanking has not handed over the funds remitted for payment of the troops because the military authorities object to signing vouchers in the form required by the International Group of Bankers, who have been asked to agree to an alteration in the form.

The directors of the Eastern Extension Australasia and China Telegraph Company, Limited, have declared an interim dividend for the quarter ended March 31st last of 2s. 6d. per share, free of income tax.

Lieut. C. V. S. Skrimshire, Royal Garrison Artillery, has been granted the local rank of Captain, while employed as Staff Officer of the Hongkong Volunteer Corps, with effect from the 18th April, 1912.

The Union Insurance Society of Canton, Limited, announce that, in consequence of Mr. Douglas Jones retiring from business on 30th inst., Mr. James Whittall, recently the agent of the Society in Shanghai, has been appointed his successor as London agent of the Society.

On Saturday at the Magistracy Mr. Bruton applied for a remand in the case of two Chinese who were charged at the instance of Detective Sergeant Grant with being in unlawful possession of arms and ammunition in a house in Des Vaux Road. The remand was granted, bail being fixed at \$250 in each case.

An outbreak of fire occurred at the Hongkong and Shanghai Bank, Tientsin, on the morning of the 16th inst.

Through the carelessness, it is said, of a Chinese workman, an electric wire, which he was at the moment repairing, fused and set light to a mat-shade on the North portico of the Bank. The man took fright on seeing what had happened and bolted. The fire lasted only a few minutes, being quickly extinguished with the fire hose and fire buckets on the Bank's premises, to which the staff, foreign and Chinese, of the Bank applied themselves with promptitude and zeal. What damage was done was almost entirely due to water.

In connection with the theft at the Grand Hotel, Yokohama, as a result of which Mr. Roy Smith, the manager of the Bandmann Opera Company, was relieved of a sum of 280 yen and a silver cigarette case, the police have arrested a young man named Takagi, aged 17, employed at the hotel, as a suspect. The *Japan Herald* states that Takagi is still under detention at the station, and is being submitted to a rigorous examination. Although he is maintaining an obstinate attitude and refuses to answer questions, the police are convinced the man is connected with the affair, and investigations have proved that he has a bad record.

On June 15th the new steamer *Laomedon*, built at Belfast for Messrs. Alfred Holt & Co., Liverpool, left Belfast Harbour for machinery trials and speed tests. These all passed off successfully, and the vessel left for Birkenhead to complete loading for her initial voyage to the Far East on 28th inst. The new vessel is 457ft. in length, with a gross tonnage of 5,692, and has been constructed on the owners' girder system, which, in addition to ensuring increased strength, provides unobstructed cargo space in the holds and allows of the stowage of the largest class of goods. The propelling machinery consists of a set of triple-expansion engines with the latest improvements, steam being supplied by two double-ended steel multitubular boilers, working under forced draught.

Writing on "A Quarter of a Century in Manchuria" in the *July Bible* in the *World*, Mr. R. T. Turley, F.R.G.S., says that when he went to Manchuria in 1886 there were only about half a dozen Protestant missionaries in the country. They had centres only in the port of Newchwang and the city of Mukden, with a few small out-stations, and there were altogether only 300 or 400 Christians. Nine-tenths of Manchuria was practically unknown land. Now there are well-organised mission stations, with splendid hospitals, in almost every Manchurian city, besides about 500 regular out-stations and numerous meeting-houses. There are over 20,000 Church members, and large numbers of adherents, with over 20 native pastors and 500 evangelists, trained teachers, and Biblewomen. During the last 25 years the Bible Society has sold in Manchuria more than 1,850,000 copies of the Scriptures.

## STEAM TRAWLING IN CHINA.

A Shanghai correspondent informs us that the trawler *Hoi Fung*, belonging to Hongkong and South China Steam Fisheries Co., Ltd., is laid up there on account of opposition by the Republican Government to foreigners engaging in the fishing industry. The question is considered to be one affecting the Chinese Government's fishing rights in her sovereignty as an independent power.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## GOVERNMENTS NARROW ESCAPE.

LONDON, July 27th.  
On a snap division in the House of Commons, on a motion by Mr. Lloyd George allocating public business, the Government's majority fell to three. When the figures, 133 to 133, were announced, there were excited cheers and counter-cheers, as well as cries of "Resign." The majority included: Liberals, Nationalists and Labourites.

LATER.  
The Government Whip's statement says the snap division was a most ungrateful trick, as the motion was placed on the paper to please the Opposition.

## THE TEA DUTY.

UNSUCCESSFUL EFFORTS TO REDUCE IT.

LONDON, July 27th.  
In the House of Commons a motion to reduce by a penny per pound the duty on tea grown within the Empire was defeated by 221 votes to 154.

LATER.  
Sir J. D. Rees moved a reduction of the duty on tea, from five pence to three pence per pound.

Mr. Hobhouse pointed out that this would mean a loss of two and a half millions.

The motion was rejected by 223 votes to 183. The Labour members voted with the minority.

An amendment to graduate the tea duty was rejected by 237 votes to 168.

## THE BYE-ELECTION AT CREWE.

UNIONIST VICTORY.

LONDON, July 28th.  
The result of the bye-election at Crewe is as follows:—

Craig (Unionist)	6,260
Murphy (Liberal)	5,294
Holmes (Labour)	2,485

[At the last election Mr. W. McLaren polled 7,629, and Mr. Craig 5,925, the Liberal having a majority of 1704.]

## UNIONIST DEMONSTRATION.

LONDON, July 28th.

A great Unionist demonstration has been held at Blenheim. The Duke of Marlborough presided, supported by a hundred members of the House of Commons. His Grace emphasised the result of the bye-election at Crewe as being not merely an indication of the dawn but a sign that the sun had risen.

The gathering cheered the result for five minutes.

Mr. Bonar Law reviewed the political situation and said the Government had refused to consider separate treatment for Ulster. If the Government attempted to use troops against the men of Ulster it would start a civil war shattering the Empire. The Unionists, he said in the course of further remarks, would undertake two great reforms for the better housing of the working classes and to agricultural life by creating small holdings. (Cheers.) He deplored the condition of British credit, which he said was due to the threats of the Government. He affirmed that the first plank of the Unionists was Tariff Reform and Imperial Preference. (Applause.)

## REDUCTION OF THE NATIONAL DEBT.

GOVERNMENT PURCHASING CONSOLS.

LONDON, July 27th.

The *Times* states that it has good authority for announcing that the Government has made a beginning with the purchase of Consols for the redemption of the National Debt. Efforts are being made to secure the sympathy of Mr. Lloyd George for a conference of bankers on the subject of Consols.

## TENDERS FOR WARSHIPS.

LONDON, July 28th.

A Glasgow telegram states that the Admiralty has invited tenders from eight firms for six armoured cruisers of high speed and 40,000 horse-power, to be ready to be commissioned in June 1914. They are to be smaller but faster than the corresponding German ships.

Two other ships are to be built in Government dockyards.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## LONDON DOCKERS STRIKE ENDED.

LONDON, July 28th.  
"BETTER THAN ABJECT HUMILIATION."  
The strike is ended.

A manifesto published by the Strike Committee recommends immediate resumption of work, saying that this is better than abject humiliation, especially as the men have exhausted every reasonable means of conciliation. The manifesto declares that all agreements made prior to the dispute must be maintained.

## NATIONAL STRIKE ABANDONED.

LONDON, July 27th.

The campaign for a national strike in sympathy with the London dockers on strike has been abandoned, owing to the chilly reception given to Mr. Havelock Wilson and other leaders at Hull, the first port visited.

## PROTESTANTS AND CATHOLICS IN BELFAST.

LONDON, July 28th.

There have been constant affrays between Orangemen and Catholics in Belfast, the latter being assailed by bolts and nuts as they were proceeding to work. Messrs Harland and Wolff announce that they have been compelled gradually to close their whole establishment, the assaulted men including specially skilled workmen whom it is impossible to replace.

## CANADA AND IMPERIAL DEFENCE.

LONDON, July 27th.

The *Times* of Toronto states that an important announcement regarding Canada's naval contribution is expected shortly. It will include four convertible armed ships possessing a speed of 25 knots built by the Canadian Pacific Railway, guns and ammunition to be kept in the ports on both sides of the Atlantic, the ships to be ready for war service twenty-four hours after arrival in port. Plans for these auxiliaries have already been approved by the Admiralty. They will carry mails and passengers in time of peace and will be manned by reservists who will be retained in time of war. The Canadian Pacific Railway are building two smaller auxiliaries for use on the Pacific.

## SOVEREIGNTY OF THE BRITISH EMPIRE.

LONDON, July 27th.

Lord Selborne gave the inaugural Cambridge University Extension Lecture on the British Empire. There was a large attendance of students from all parts of the world. His Lordship pointed out the differences between ancient and modern empire, and showed how much India and Africa came voluntarily under the sovereignty of Britain, which drew no taxes from the Empire. Britons, however, had enlarged opportunities for an honourable livelihood for their sons in the Colonies. He dwelt upon the complexity of the problems of India, and deprecated the blatant music-hall songs abusing the word Empire. He concluded—"We seek protection for the weak, civilisation everywhere, equality, and the peace of the world."

## A JOURNALIST HONOURED.

LONDON, July 27th.

Lord Morley presided at a complimentary dinner to Mr. E. T. Cook, the well-known journalist and writer, on the occasion of his knighthood. Lord Milner toasted both in speeches on journalism, which Lord Milner described as the greatest profession except perhaps that of Cabinet Minister.

## SUFFRAGETTE DISCHARGED.

LONDON, July 27th.

Dr. Ethel Smyth, the well-known composer, who was arrested for complicity in connection with the affair in Mr. Harcourt's mansion grounds, in which two women were placed under arrest for being found in possession of methylated spirits, has been discharged, as witnesses were unable to identify her.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## TROUBLED TURKEY.

LONDON, July 27th.  
The situation in Constantinople is full of explosive elements, but it is hoped that the new Cabinet, which is composed of strong conciliatory men, will succeed in tiding over the dangerous period. It recognises the necessity of dissolving the Chamber, but it desires to proceed constitutionally and it will endeavour to dissuade the military league from resorting to violent measures.

## ITALY AND TURKEY.

LONDON, July 27th.

The *Times* correspondent at Athens states that General Ameglio, visiting Nalymos, in a speech declared that the Aegean Islands would not be restored to Turkey.

## THE PORTUGUESE RISING.

LONDON, July 28th.

A message from Lisbon states that Joao Almeida, who was arrested for his complicity in the recent rising in Portugal, has been tried by court-martial and sentenced to six years' solitary confinement, to be followed by ten years' deportation, or in the alternative twenty years in a fortress.

## ECHO OF THE THAW CASE.

LONDON, July 27th.

The New York States Supreme Court has rejected the third appeal from Harry Thaw to be released from the asylum.

## THE TURF.

LIVERPOOL CUP.

LONDON, July 26th.

The Liverpool Cup probable starters and jockeys are:—Mushroom, Saxby; Sunspot, F. Wootton; Chili II., Wheatley; Donnithorne, Robbins; Hamerton, Fox; Coastwise, W. Huxley; Dutch Girl, Whalley, Duke Michael, Seymour.

## RESULT OF LIVERPOOL CUP.

LONDON, July 26th.

The result of the Liverpool Cup is as follows:—

Coastwise	1
Chili II.	2
Hamerton	3

Eight ran. Won by three lengths, neck between second and third. Betting:—9 to 2 agst. Coastwise, 7 to 2 Chili II., and 9 to 2 Hamerton.

## STEWARDS' CUP.

LONDON, July 28th.

The latest betting on the Stewards' Cup is as follows:—10 to 1 agst. Absurd and Aiglon, 100 to 9 Bashti, 100 to 8 Braxted and Uncle Pat, 100 to 7 Grammont and Poor Boy, 100 to 6 Golden Rod, Prester Jack, and Cataract, 20 to 1 Quanteck, 100 to 3 Grayling IV. and Wise Symon.

## HOME CRICKET.

LONDON, July 27th.

The following results have been telegraphed:—

Kent v. Surrey, at Blackheath. won by former by an innings and 76 runs.

Notts v. Gloucestershire, at Nottingham. Won by Gloucestershire by one wicket.

Somerset v. Northampton, at Bath. Won by Northampton by 283 runs.

South Africans v. Ireland, at Dublin. Visitors won by an innings and 169 runs.

Warwick v. Middlesex, at Birmingham. Former won by 113 runs.

Derbyshire v. Leicestershire, at Chesterfield. Drawn.

Essex v. Lancashire, at Leyton. Drawn.

Australians v. Sussex, at Brighton. Drawn.

Hampshire v. Yorkshire, at Southampton. Latter won by nine wickets.



## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## ILLNESS OF THE EMPEROR OF JAPAN.

CONDITION MORE GRAVE.

Tokyo, July 28th.

The bulletin issued this afternoon states that the condition of the Emperor is more serious.

The Crown Prince, the Princess, and the members of the Genro (Council of Elders States men) were in attendance for several hours.

[THROUGH REUTER'S AGENCY.]

## PRINCE KATSURA'S RECALL.

LONDON, July 27th.

The Times correspondent at St. Petersburg states that in consequence of the pessimistic advice received as to the Emperor's condition Prince Katsura has finally decided to return to Tokyo, probably on Sunday.

## PRINCE KATSURA IN ST. PETERSBURG.

LONDON, July 28th.

A St. Petersburg telegram states that M. Sazonoff, the Minister of Foreign Affairs, gave a luncheon in honour of Prince Katsura, among the guests being M. Kokotzeff, M. Neratoff and the Japanese Ambassador.

## THE GREEK NAVY.

1410. ORDER PLACED IN GERMANY.

LONDON, July 27th.

The Kaiser has telegraphed congratulating the Vulkan Shipyard on securing an order from Greece for the construction of a cruiser and eight torpedo destroyers on the splendid success of German industry.

## BRITAIN AND GERMANY.

LONDON, July 27th.

Reuter's correspondent at Berlin states that Mr. Asquith's friendliness is recognised in his statement on Imperial Defence and is expected to call forth a corresponding echo in Germany.

## RIOTING IN AMERICAN MINING DISTRICT.

LONDON, July 27th.

Rioting took place at Paint Creek, a mining district of West Virginia, where the miners cut the telephone and telegraph wires. In the absence of news the wildest reports are being published by the New York papers of fighting with bombs, machine guns, and rifles, and that many have been killed. The most credible is that two private detectives were killed.

## BOXER CHARGED WITH LARCENY.

LONDON, July 27th.

The well-known boxer, Kid McCoy, has been arrested in London, on a provisional extradition warrant, on a charge of larceny at Ostend. The particulars of the charge have not been received. McCoy says that he is ignorant of the charge. He was brought up at Bow Street and remanded. Bail was refused.

## A GREENLAND EXPEDITION.

LONDON, July 27th.

Reuter's correspondent at Copenhagen wires that a telegram has been received announcing the safety of the explorer Mikkelsen and the engineer Sverson, who set off on an expedition through Greenland in the summer of 1910, and from whom there have been no news until to-day.

## THE INDIAN MONSOON.

LONDON, July 27th.

The monsoon in India is generally favourable.

## WIRELESS IN SIBERIA.

The auxiliary barquentine *Nimrod* which was used by Sir Ernest Shackleton for his Antarctic expedition of 1908-1909 when he achieved the record of "farthest south," is about to make a voyage to the Kara Sea on account of Marconi's Wireless Telegraphy Company. The vessel will take out the necessary material for the erection of wireless stations in Northern Russia and Siberia.

The Government Gazette states that information has been received from the Consul for France to the effect that the quarantine restrictions imposed by the Government of Indo-China against the port of Hongkong have been withdrawn, but that, until August 15th, Asiatic passengers will be subjected to medical inspection on board before being allowed to land.

## RANDOM REFLECTIONS.

Though we are by no means out of the wood yet, it is matter for congratulation that there have been so few typhoon alarms this year. So far the signals have only been hoisted twice, and on both occasions we have been fortunate enough to get nothing more than the merest fringe of the storm. It is many years since we have been so free from alarms of this kind, a feature which will doubtless make the summer memorable. I remember last year making a comment about the immunity from typhoons usually experienced in August, and was taken to task by a correspondent who quoted figures which seemed to disprove my statement. However, the fact remained that there were no typhoons in that month, and the comment, which was based on the remark of a former meteorological expert in the Colony, was justified. We all hope that August will keep up its reputation this year.

During the week there has been some discussion among shipping men as to the utility of hoisting the red signals, it being contended that by creating unnecessary alarm among the floating population they put a stop to all work on the harbour. Without possessing any special knowledge on the subject, it seems to me that the objection is hardly applicable. I have noticed several times sampans and junks scurrying to shelter before ever these signals were hoisted, a fact which indicates that the Chinese floating population do not rely entirely on the signals but prefer to trust their own weather wisdom, which, since the big typhoon of 1906, has been, perhaps, to err on the side of caution.

A report reaches me—the authenticity of which I doubt—that considerable indignation was expressed in some quarters on Saturday when it was learnt that the Superintendent of Police had neglected to issue special traffic regulations for the neighbourhood of College Chambers on Sunday in view of the invitation given to the whole Peruvian community to call at the Consulate for the purpose of celebrating the 91st Anniversary of the Republic. Fortunately, adds my correspondent, this indignation did not come to a head, as thanks presumably to the Peruvian community having been given the tip "to come early and avoid the crush" there was not the slightest interruption of traffic in the neighbourhood to justify a murmur of complaint.

Hongkong has been fortunate during the past week in that its residents were not thrown back upon the weather as a topic of conversation. Something more interesting was provided by the law case which occupied the greater part of the week. It afforded an illustration of life in the Colony and must be instructive to those who are still in the griffin stage.

It is to be regretted that the true import of the famous "Woke up" speech of the King of England does not seem to have reached this outpost of the Empire, for in a week when the community has been agitated over the vexed question as to whether it is really the thing to breakfast in one's pyjamas, it is disappointing to find that Messrs. Lane, Crawford & Co., Powells, and other firms, have not risen to the occasion and displayed the wide assortment of striped, spotted, may even checked, varieties which they doubtless have in stock. It emphasises indeed the sorrowful fact that we are out of the world in Hongkong, though mercifully it may save us from the conceited depths of

Mistaking the rustic murmur of this burg for the great war that beats around the world.

That is the only silver lining we are able to perceive in this cloud of commercial apathy. We must not, however, sorrow overmuch, or we shall disobey the order of a much earlier King. Better console ourselves that though

Iran indeed is gone with all its Rose, And Jamshyd's Sev'n-ringed Cup where no one knows

But still the Vine her ancient Ruby yields, And still a Garden by the Water flows, and thankfully recall the possible effect of the age-old prayer of the Scotchman, deaving the Lord to "enable us a' to hae a guid opinion o' oosselves," unless Baal sleepeth. All the same we really must do better the next time, but 'will so unique an opportunity ever again arise? I trow not.

The suggestion has been communicated to me that I should offer a prize—this week only—for the best Limerick on a topic of local interest, to begin with the line:

"There was a report from Congo." No, no. I have had a few samples already, thank you, and the perpetrators of these doggerel lines are plagiarists all for have I not seen printed in the newspapers this week one line which fits the rhyme and is common to all of them? Eh, what?

The other week I read with interest a leading article in the *Daily Press* on the subject of "pidgin English" and a plea for the use of pure English. In the course of the article the origin of several words used in pidgin English were traced, words which are likely to survive pidgin English itself, such as godown, coolie, chit, and so on, but no reference was made to the word *cumshaw*. I made inquiries from several sources, and the most feasible explanation advanced is that the word is the Chinese rendering of the phrase "come ashore" used by the early sailors here. When the sampan people lying alongside the ships heard the men advise one another to "come ashore" and learned by experience that this was rewarded by fairly liberal remuneration they associated gift with "come ashore," a phrase which they expressed as *cumshaw*. I offer the explanation for what it is worth, and in the absence of any other it may be accepted.

RODNERICK RANDOM.

## LOCAL SPORT.

## V.R.C. AQUATIC FETE.

The second aquatic carnival of the season, which was brought off at the Victoria Recreation Club on Saturday night, proved a great success, and prospects look bright for the promoters as well as for the sporting public who, but for this seasonable sport, would have no recreation to while away the hours of a sultry night. The large attendance at the premier sporting club on Saturday night made it plainly manifest that an increasing interest is being taken in all forms of swimming sports, and such interest is scarcely likely to decline while the committee provide such good programmes, and carry them through as smoothly as was the case on Saturday night. There were opportunities for budding champions to try their mettle; the ladies (of whom there was a large attendance) had an interest in the sport; and there was lots of fun provided by the large number of competitors who essayed to walk the tight rope. The night was warm, but a light breeze made it pleasant for the spectators, most of whom no doubt enjoyed the excellent programme of music provided by the band of the K.O.Y.L.I. As previously stated, those concerned carried the programme through without a hitch, and they are to be congratulated on the successful result of the meeting.

Details of events follow:—  
HURDLE RACE, two lengths: 1. J. M. Roza Pereira receives 5 seconds; 2. W. B. Musket, receives 4secs. Time, 39.4secs. Musket led for the first length, and reached the second hurdle in the second before he was overtaken by Pereira. By this time Witcheil and P. M. Remedios, the other two starters, closed in on the leaders, but the distance was too short and the pace too warm for them to draw level. The race was between Pereira and Musket, and after a splendid finish the former won by a touch.

WALKING THE TIGHT ROPE, two tries: 1. F. K. Tata; 2. G. C. Jorge. There were 18 competitors in this event, but very few of them succeeded in getting any distance along the rope, although they were all successful in keeping the spectators in roars of laughter. Tata proved an easy winner, getting nearly half-way across.

FOUR LENGTHS VARIETY HANDICAP: First heat—1. R. C. Witcheil, scratch; 2. A. V. Barros, receives 5. Time, 78.2/5 seconds. Second heat—1. F. M. da Cruz, receives 3 seconds; 2. J. M. Roza Pereira, receives 5 seconds. Time, 82 seconds.

Final: A. V. Barros, 1; F. M. da Cruz, 2. Time, 82.4/5 seconds. Witcheil was first man home, but was disqualified for swimming a length trudgeon stroke when he should have covered the distance with a side stroke.

HIGH DIVE: J. A. Remedios, 54 points; 1. M. A. B. Souza, 46 points. 2. Remedios deserved his win, for he proved himself a much superior diver to any of his rivals.

LADIES' NOMINATION RACE: 1. R. C. Witcheil, nominated by Mrs. Wilton. In this event competitors were obliged to swim with a lighted candle in their hands, and to keep the candle alight until the finish. Witcheil was declared the winner, probably because the judges failed to see the low light on the candle carried by Barros. The latter, however, was first home, and his candle was burning.

TEAM RACE: 1. F. H. da Roza's team, comprising W. J. Carroll, B. W. Bradbury, G. C. Jorge and A. R. Ellis.

WATER POLO: The carnival concluded with an exciting game of water polo between two well-selected teams, distinguished by the white and blue caps which they wore. It was a fast and interesting match throughout, and ended with a win for the blues by two goals to one.

Mr. Frank Lammert, the hon. secretary, then presented the winners with their prizes, congratulating them on their success, and trusting that the same would stimulate the other competitors who had not had such good luck.

## SUPREME COURT.

Saturday, 27th July.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GONNETZ (PUNISH JUDGE).

THE CLAIM BY A NURSE.

The hearing of the action at the instance of Miss Emma S. Hamilton against Mr. H. W. Looker for \$1,000, damages for wrongful dismissal, was continued before his Lordship and a special jury consisting of Messrs. F. Maitland, A. R. Lowe, and L. Berindogae. Mr. Reader Harris, of Messrs. Wilkinson & Grist, appeared for plaintiff, Mr. Looker appearing in person.

On Mr. Looker rising to open the case for the defence,

Mr. Maitland, the foreman of the jury, said:—My Lord, Before the defence starts, the jury would like to know if there is any chance of a compromise between the parties?

His Lordship—I have suggested that myself. I have taken a great deal of trouble in the matter.

Mr. Looker—My Lord, I am quite willing and desirous of stating what I stated to your Lordship when you mentioned it, if you think I should properly do so.

His Lordship—Would it be any use to go into Chambers?

Mr. Harris—Not the slightest, my Lord, if my friend still persists in the attitude he has taken up before your Lordship.

Mr. Looker—What is that?

Mr. Harris—The attitude you took up was that you would not make any offer in settlement, but that if my client was prepared to accept a ticket to London and prepared to admit, or withdraw at any rate, any suggestion that she had no grounds for being dismissed—practically to say that you were quite right in dismissing her—then you were prepared to settle it.

His Lordship—I do not think it was quite that. I think I suggested a ticket for London and a modification of the testimonial.

Mr. Looker—That, my Lord, is substantially what I said.

Mr. Harris—My friend's point was that if the case was settled people would believe that my client was justified in bringing the action and it was that point my friend wished withdrawn. I still consider that my client was justified in bringing the action, and so does she, and therefore no settlement can be arrived at on those lines. If my friend is prepared to settle it for a reasonable amount and costs, we are quite willing.

His Lordship—What is the price of a ticket to London?

Mr. Harris—About £50.

His Lordship—Of course, the costs would not be very great.

Mr. Harris—The costs would be rather great, as the case has gone on a long time.

Mr. Looker—What I stated in Chambers to your Lordship was that I did not see how, at that stage of the action, when the plaintiff's evidence had been given and was uncontradicted by any evidence of mine, I could properly make any offer of settlement until I had had the opportunity of putting my witnesses in; but that if your Lordship thought it was proper that any offer of settlement should be made, I would seriously consider it. I ask your Lordship if that is not what I said.

Mr. Harris—It is not for me to make an offer of settlement. It is for my friend, who is the defendant.

Mr. Looker—I am merely stating that that is the attitude I took up before your Lordship.

His Lordship—Supposing neither side makes a suggestion of a settlement, I suggest it.

Mr. Looker—I think your Lordship will bear me out that what I said to your Lordship in Chambers was, that I did not see how, at that stage of the case, with the plaintiff's evidence uncontradicted, I could properly make any offer of settlement, because she had attacked the credit of myself and my wife, but that if your Lordship thought an offer of settlement should be made, I was quite prepared to consider it.

His Lordship—Well, a suggestion of settlement comes from the jury.

Mr. Looker—Yes; I was merely dealing with what I said in Chambers. I am quite prepared to consider any offer of settlement. I am quite prepared to provide plaintiff with a ticket Home, and I am quite prepared, in addition, if she prefers not to go Home, to give her the equivalent of her passage in money.

Mr. Harris—That is quite new.

His Lordship—It would be better not to go on with this in Court. We had better go into Chambers.

Mr. Harris—I don't think myself it would be any use, that is, judging from their attitude throughout. It might be said now that it would be more prejudicial to himself and Mrs. Looker, and I am quite sure that my client, as the

plaintiff, is not prepared to make any offer. It is for my friend to make the offer.

Mr. Looker—I am quite prepared to state now, whatever views I may take on the question of a settlement at this stage, that I am quite prepared to offer to give plaintiff a ticket Home, or to give her the equivalent in money, and to add anything in her testimonial which I think I truthfully and properly can.

His Lordship—To put in a new form of words?

Mr. Looker—Yes; anything I truthfully and properly can.

His Lordship—In lieu of what is there at present?

Mr. Looker—Yes, I feel, with regard to adding anything to the testimonial book, that it would be improper for me to add anything which I do not truly and conscientiously believe. Therefore, I am unwilling to put anything in unless it is what I do properly and conscientiously believe. As regards what has been put in, I am quite willing that plaintiff should take it out if she likes.

His Lordship—It seems to me that it was really put in by you unwillingly and under a misapprehension.

Mr. Looker—I quite agree.

His Lordship—Therefore, there is no reflection on either side.

Mr. Looker—It was put in by me unwillingly.

Mr. Harris—There is no evidence of that.

His Lordship—That is Mr. Looker's position.

Mr. Harris—Yes, but we are talking before a jury, and every word of that has been negated by Mrs. Barlow. She has said that nothing of the sort occurred. Mr. Looker has been putting many things to witnesses and has been giving evidence from the table throughout the whole case.

His Lordship—This case will last, if it goes on, until Monday, and possibly until Tuesday.

Mr. Harris—You are addressing me, my Lord, as though I wanted the case to go on. I do not at all.

His Lordship—No, I am merely stating that the jury and everybody else would like to see an honourable settlement arrived at, and I wish to further what the jury suggest.

Mr. Harris—Everybody would, I think. His Lordship—Perhaps I had better see you separately, I mean with your clients. I have seen you together.

Mr. Harris—I am quite agreeable, my Lord.

Mr. Looker—So am I, my Lord. There is only one thing about it, and that is that if, after seeing us separately or together, no settlement is arrived at, there will be liable to be inferences drawn as to the attitude of either party.

His Lordship—No. I should merely come back and say to the jury that nothing has been done, and the jury would understand that I had taken a very strong step at this stage of the proceedings.

Mr. Looker—Assuming that one side or the other makes an offer of settlement which is not accepted?

His Lordship—The jury will not know who has made the offer or what offer has been made.

Mr. Looker—That is the point. The jury would not know, one way or the other.

His Lordship—Well, I will go into Chambers and see plaintiff and her solicitor, and then yourself.

The parties left the Court and were interviewed separately in Chambers.

His Lordship returned after an absence of three-quarters of an hour, and said:—

Acting on the suggestion of the jury and on my own very strong advice, a settlement has been arrived at. Judgment will be entered for the plaintiff for \$750 and no costs on either side.

Parties then left the Court.

## FIGHTING IN TONGKON.

Serious fighting is reported from the Tongkon district. It began with a conflict between the clans Ng and Yip, and when it was learned in Canton that a military officer and a number of soldiers were committing robberies troops were despatched to suppress them. The robbers defeated them but on the arrival of reinforcements from Canton the robbers were dispersed, over 30 houses being burned, and 80 bad characters being arrested.

This however, did not free the district from bad characters. Over 1000 are still at large and as they take refuge in the mountains it is difficult for the troops to operate against them. Crimes of every description are said to be committed by these robbers.

On Saturday night, a bomb exploded and partially wrecked a house in the Foochow Road district, Shanghai. Although serious enough in itself, the explosion seems, fortunately, unconnected with any of the political questions of the day.

## SCHOOLS HYGIENE SHIELD COMPETITION, 1912.

The following is the result of the Annual Hygiene Shield Competition.

SCHOOL.	Average per cent.	No. in Team.
1. Wansai District School 75.1	10	
2. Diocesan Boys' School, Class 4 B. .... 74.2	10	
3. Bellicia Public School, St. Joseph's Col., C. 4 A. 72.8	6	
4. St. Joseph's Col., C. 4 A. 72.9	10	
5. St. Joseph's Col., C. 4 B. 72.9	10	
6. Saiyungpui District School	70.5	10
7. Italian Convent, Class 4 A. .... 69.9	10	
8. Diocesan Boys' School, Class 4 A. .... 64.8	10	
9. Queen's Col., Class 4 A 58.5	10	
10. St. Mary's Convent .... 56.7	5	
11. Yaumati District Sch. 53.7	10	
12. French Convent .... 53.4	5	
13. Queen's Col., Class 4 C. 52.8	10	
14. Diocesan Girls' School, Queen's Col., C. 4 B. .... 46.2	5	
15. Diocesan Girls' School, Queen's Col., C. 4 B. .... 46.9	10	
16. Kowloon British Sch. .... 44.2	10	
17. St. Francis Convent .... 34.2	5	

Wansai School holds the shield for the next twelve months.

## LAWN BOWLS CHAMPIONSHIP.

The match W. Pitt (Police) and J. Scott (Taikoo) was played on the Kowloon Green on Saturday and resulted in a win for the former by 21 points to 13. The Police have now two representatives in the prize-list, Pitt and Stuart, while Taikoo has one in Bateman. The game between W. Russell (Kowloon) and A. Hamilton (Taikoo) has yet to be played to determine the fourth man in the prize-list.

## INTIMATIONS

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HONGKONG



visiting all the Important Towns en route  
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**THE HONGKONG AND KOWLOON WHARF AND GODOWN Co.**  
Undertake every description of lighter work, including transshipments in the Harbour,  
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 E. TSUJIZUABARA, Manager.  
 Hongkong, 1st May, 1911.

N. J. STABB,  
Chief Manager.  
Hongkong, 23rd May, 1912.



## GOING HOME.

A HOLIDAY AT HOME, AND A WAY  
TO GET THERE THAT'S A HOLIDAY.

## WHY NOT

(See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

## AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	Tons	Starting	1912
NILE	11,000	TUESDAY	30th July, at Daylight
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 p.m.
PERSEA	3,000	TUESDAY	27th Aug., at 1 p.m.
KOREA	12,000	TUESDAY	3rd Sept., at 1 p.m.
SIBERIA	18,000	TUESDAY	17th Sept., at 1 p.m.
CHINA	10,200	TUESDAY	24th Sept., at 1 p.m.
MANCHURIA	27,000	TUESDAY	1st Oct., at 1 p.m.
NILE	11,000	TUESDAY	15th Oct., at 1 p.m.

\* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

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FRED J. HALTON, AGENT.

TELEPHONE No. 141.

32

## REGULAR SERVICE FROM HONGKONG TO

## VICTORIA, VANCOUVER,

## B.C., SEATTLE &amp;

## TACOMA.

## VIA

## SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON POINTS.

S.S. "LORD DERBY" 7,000 tons..Sailing Aug. 15th

To be followed by other Steamers of the Company at regular intervals.  
Calling at AMOY and KEELUNG if sufficient tonnage offers.  
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Points.  
For Rates of Freight and Passage, apply to—

## THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

## ORIENTAL AFRICAN LINE.

## NEW LINE OF STEAMERS

## TO

## SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILINGS.

S.S. "DUNERIO" ... 3,000 tons ... First half of Sept.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILINGS

FROM HONGKONG: ... 10th August.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

## REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS, [42-43-44]

HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 29TH JULY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."  
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

TUESDAY, 30TH JULY, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."  
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 4TH AUGUST.

The Company's Steamship

## "SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.  
Departure from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This steamer connects with the excursion steamer leaving Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 9 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANGU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—

## HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier. [145]

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVAZ AND PORT SAID.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th August.  
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.  
Cheap rates, Hongkong-Trieste, Venise, £50 1st, £35 2nd, £19 3rd Class.

## ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON &amp; BERLIN.

TO SHANGHAI.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.  
S.S. "AFRICA," 8,800 tons, will leave as above on 4th September.  
Cheap rates, Hongkong-Shanghai, £26 1st, £24 2nd, £23 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.  
No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

## MONTHLY ORDINARY SERVICE TO TRIESTE, FUME AND VENICE.

VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUVAZ AND PORT SAID.  
S.S. "SILESIA," 13,900 tons, will leave as above on 31st July.

TO YOKOHAMA, KOBE VIA SHANGHAI.  
S.S. "VORWAERTS," 12,900 tons, will leave as above on 31st July.

Superior accommodation for Saloon Class Passengers.

## ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 29th July, 1912.

Princes' Building. [155]

## SAN FRANCISCO TOYO KISEN KAISHA

## TRANS-PACIFIC

## WESTERN PACIFIC

## DENVER AND RIO GRANDE

## TRANS-CONTINENTAL

## TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC-DENVER AND

## RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.  
Through Tourist Sleepers.  
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New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

779

## SWEDISH EAST ASIATIC

## CO., LTD.

## GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILINGS.

SHANGHAI, YOKOHAMA, "NIPPON" ... 7,300 ... About 20th Aug.

Kobe and MOJI ... "NIPPON" ... 7,300 ... About 20th Aug.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

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## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	—	—	JAVA	Second half of July.
TJIKINI	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIPANAS	JAVA	Second half of July.	JAPAN	Second half of July.
TJIMANOEK	JAPAN	Second half of July.	JAVA	First half of August.
TJITAROEN	JAVA	First half of August.	JAPAN	First half of August.
TJIBODAS	JAVA	First half of August.	JAPAN	First half of August.
TJILATJAP	JAVA	Second half of August.	SHANGHAI	Second half of August.
TJILIWONG	JAVA	Second half of August.	JAPAN	First half of September.

The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

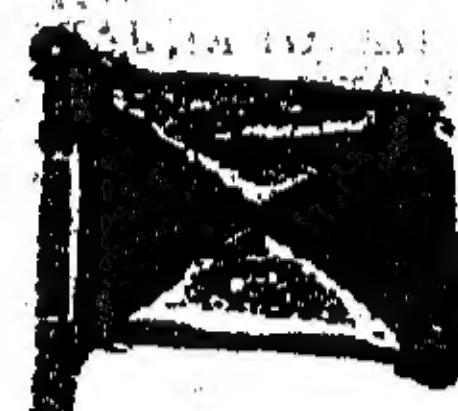
For Particulars of Freight and Passage, apply to the

## JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 15th July, 1912.

Telephone No. 375.

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## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Pangasinan, Iloilo and Cebu	On 30th July, 4 p.m.
RUBI	4000	S. A. Crosby	Manila, Pangasinan, Iloilo and Cebu	On 9th Aug., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINE S.S. CO. [115]

## NORDDEUTSCHER LLOYD. BREMEN

## IMPERIAL GERMAN MAIL

## LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"PRINCESS ALICE," Capt. L. FRANCES.	20,300	{ Wednesday, 7th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ...	"KLEIST," Capt. L. MAASS.	17,000	{ About Wednesday, 7th Aug.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"COLENZ," Capt. L. KLUGHEIM.	6,750	{ Saturday, 10th Aug., at 9 a.m.
KOBE and YOKOHAMA ...	"PRINZ SIGISMUND," Capt. D. LINZ.	6,000	{ About Tuesday, 20th Aug.
KUDAT and SANDAKAN ...	"BOERNEO," Capt. F. SEMBIL.	5,000	{ Middle of August.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

## NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 27th July, 1912

## BRITISH INDIA S. N. CO., LTD.

## A P C A R LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. "ABRATOON APCAR," 4,450 tons, Capt. F. M. Austin, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 5th August.

## WESTWARD.

S.S. "TORILLA," 6,679 tons, Capt. C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 31st July, at 1 p.m.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 25th July, 1911.

AGENTS. [592]

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.  
SHANGHAI: 23, FOOSHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

729] CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

## HONGKONG TIDE TABLE.

From 28th July to 4th August, 1912.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		H' Hong.	Height.	H' Hong.	Height.
Mon.	29	h. m.	ft. in.	h. m.	ft. in.
		8 45	7 2	2 5	3 3
		11 14	4 0	4 15	0 5
Tues.	30	9 20	7 3	2 44	3 2
		11 30	4 0	4 48	0 5
Wed.	31	9 56	7 2	3 22	3 1
		11 48	4 1	5 20	0 7
Thurs.	1	10 35	7 0	3 59	3 1
				5 51	3 0
Fri.	2	10 8	4 2	4 36	1 1
		11 12	6 6	5 21	1 4
Satur.	3	10 32	4 4	5 15	3 1
		11 35	6 2	6 49	1 9
Sun.	4	11 1	4 6	6 3	3 1
		0 37	5 5	7 15	2 4

Highest open air Temperature on 27th... 86

Lowest open air Temperature on 27th... 77

## SHIPPING REPORTS.

The British str. *Torilla* reports: Strong winds and high sea.

The British str. *Kennebec* reports: Fine weather throughout passage and S.W. winds.

The American str. *Zafiro* reports: Weather cloudy and overcast, strong S.W. winds and rough sea.

The Chinese str. *Kwanglee* reports: Light to moderate south to S.E. winds and fine clear weather.



## SHIPPING

## ARRIVALS.

CHIPPING, British str., 27th July—from Canton.  
 DEVAWONGSE, German str., 1,057, E. Gathemann, 27th July—Swatow 26th July, Rice—Butterfield & Swire.  
 EASTERN, British str., 2,272, E. S. Baikie, 27th July—Melbourne 27th June, General—Gibb, Livingston & Co.  
 HAIKUN, British str., 615, Evans, 27th July—Swatow 26th July, General—Douglas, Lapraik & Co.  
 HAIYAN, British str., 1,363, A. E. Hodgins, 27th July—Swatow 26th July, General—Douglas, Lapraik & Co.  
 HALLIS, Norwegian str., 1,056, Solberg, 26th July—Swatow 26th July, General—Order.  
 HUICHOW, British str., 27th July—from Canton.  
 KAKO MARU, Japanese str., 2,034, J. Yamamoto, 27th July—Swatow 26th July, General—Osaka Shosen Kaisha.  
 KIVO MARU, Japanese str., 5,757, S. Togo, 27th July—Moji 22nd July, General—Toyo Kisen Kaisha.  
 KWANLOO, Chinese str., 1,468, J. McArthur, 27th July—Shanghai 24th July, General—Chinese.  
 LINAN, British str., 27th July—from Canton.  
 MICHAEL JENSEN, German str., 951, T. Peterson, 26th July—Haiphong 22nd July, General—Johnson & Co.  
 KENNER, British str., 3,301, C. R. Raynor, 27th July—Yokohama 16th July, Ballast—Standard Oil Co.  
 TORILIA, British str., 6,000, R. J. Swanson, 26th July—Moji 22nd July, Coal and General—David Sassoon & Co.  
 YESAN MARU, Japanese str., 3,159, S. Hori, 26th July—Moji 26th July, Coal—Mitsui Bussan Kaisha.  
 YUSHEN, Chinese str., 1,075, E. H. Pratt, 26th July—Tientsin and Chefoo 23rd July, General—C.M.S.N. Coy.  
 ZAVIRO, American str., 2,024, M. C. Smith, 27th July—Manila 24th July, Sugar, Shewan, Tomes & Co.

## DEPARTURES.

July 27th.  
 FRI, Norwegian str., for Canton.  
 FUKUO MARU, Japanese str., for Moji.  
 GOLDENFELT, British str., for Shanghai.  
 GLENFALLOCH, British str., for Saigon.  
 HANOI, French str., for Haiphong.  
 JOHANNE, German str., for Haiphong.  
 MARIE RICHARDS, Ger. str., for W. Matsui.  
 PROFIT, Norwegian str., for Bink Thean.  
 SUNOKIANG, British str., for Haiphong.  
 TAIHUN, British str., for Canton.  
 TAIMARI, Dutch str., for Batavia.  
 YUENANG, British str., for Manila.  
 July 28th.  
 CHIPPING, British str., for Tientsin.  
 CHOWANG, British str., for Shanghai.  
 DAVIS MARU, Japanese str., for Tamsui.  
 GREGORY ARON, British str., for S'pore.  
 HALDIS, Norwegian str., for Bangkok.  
 HUICHOW, British str., for Tientsin.  
 KIOTO, British str., for Shanghai.  
 LOONOR, German str., for Hongay.  
 SAMSES, German str., for Singapore.  
 TANTAU, German str., for Bangkok.  
 YEDDO, Swedish str., for Shanghai.  
 YESAN MARU, Japanese str., for Karaki.  
 YINGCHOW, British str., for Shanghai.

## PASSENGERS.

ARRIVED.  
 Per Zafiro, from Manila, Mr. C. A. Peters, Mr. H. E. Peterson, Mrs. A. McDonald.  
 Per Eastern, from Australia, for Hongkong, Mr. J. Mills, Mr. Sam Douglas, Mr. and Mrs. J. A. Thomson.

## PASSED THE CANAL.

June 25th—Braemar, Bulow, Gandia, Carmarthenhire, Matoppo, Peshawar, Vandavia, Yangtze. 26th—Ernest Simons, Nubia, Arcadia, Baron Driesen, Schuykill, Neleus, Patricia. 2nd—Benevolence, Borneo, Calahua, Flintshire, Lutetia, Teddo, Kioto. 5th—Kilano Maru, Suevia, Tatan, Trelachar. 9th—Bohemia, Goeben, Kintalpa, Mun-caster Castle, Baron Ogilvy. July 12th—Aloisius, Perseus, Sardania, Sitkonia, Tranquher, 10th—Belgravia, Glenloch, Hyon, Indrasamha, Kleist, Vera. 13th—Scandinavia, Africa, Arabia. 14th—Achilles, Bayern, Benalder, Derfflinger, Iyo Maru, Peiho, Peleus. 23rd—Antenor, Atsuta Maru, Ceylon, Lathion, Nippon, Pathan, Syria, Waltham Hill. 26th—Machoon, Nora Olysses, Pisa.

## ARRIVALS AT HOME.

July 28th—Hyon, Iyo Maru, Arabien.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. Kleist, carrying the German mails with dates from Berlin of the 10th July, left Colombo on the 27th July, p.m., and may be expected here on or about 7th August.  
 The I.G.M. str. Derfflinger, which left here on the 26th June, at 10 p.m., arrived at Genoa on the 26th July, at 6 a.m.  
 The I.G.M. str. Prinz Sigismund left Sydney on the 27th July, at 11 a.m., and may be expected here on or about the 19th August.  
 The I.G.M. str. Coblenz, which left here on the 23rd July, at 7 p.m., arrived at Kobe on the 27th July, at 9 a.m.  
 The N.Y.K. str. Nikko Maru (Australian line) left Manila for this port on the 27th July, and is expected here on the 29th July.  
 The N.Y.K. str. Ceylon Maru (Calcutta line) left Kobe for this port on the 26th July, and is expected here on the 2nd August.  
 The H.A.L. str. Suevia left Singapore on the 27th July, p.m., and may be expected here on or about the 1st August.  
 The O.S.K. str. Seattle Maru from Tacoma arrived at Manila on 27th July, and will leave again for this port on 29th July, and is due here on 1st August.  
 The A.L. str. Silesia left Shanghai for this port on the 26th July, and will arrive here on the 30th July.  
 The P. & O. str. Arcadia left Singapore for this port on the 28th July, at 8 a.m., with the outward English mails, and is due here on the 1st August, at about 6 a.m.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "k," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BIRTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON, via USUAL PORTS OF CALL	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S.N. Co.	On 3rd August, at Noon.	
LONDON & ANTWERP via SINGAPORE, &c.	PERA	Brit. str.	—	S. Finch, R.N.R.	P. & O. S.N. Co.	About 7th Aug.	
LONDON, LEITH & ANTWERP	PEMBROKESHIRE	Brit. str.	—	JARDINE MATHESON & Co., Ltd.	JARDINE MATHESON & Co., Ltd.	About 10th August.	
HAYRE, ROTTERDAM & HAMBURG, &c.	FORBES BURLOW	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINE	On 13th August.	
HAYRE, BREMEN & HAMBURG, &c.	GOLDENFELT	Ger. str.	k.w.	Diedrichsen	HAMBURG-AMERIKA LINE	On 23rd August.	
HAYRE, ROTTERDAM & HAMBURG, &c.	BRISGAVIA	Ger. str.	k.w.	Gieseler	HAMBURG-AMERIKA LINE	On 23rd August.	
HAYRE & HAMBURG, &c.	SEVILLA	Ger. str.	k.w.	Rassau	HAMBURG-AMERIKA LINE	On 5th September.	
MANCHESTER, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	HAMBURG-AMERIKA LINE	On 11th September.	
MANCHESTER, LONDON & ANTWERP via SINGAPORE, &c.	SILESIA	Ger. str.	k.w.	Ernst	HAMBURG-AMERIKA LINE	On 11th inst., at D'light.	
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SALO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.	
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 6th Aug., at 1 p.m.	
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 17th Aug., at 1 p.m.	
SEATTLE via SINGAPORE, &c.	PRINCE ALICE	Ger. str.	—	L. Franck	MELBOURNE & Co.	On 7th Aug., at Noon.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	SILESIA	Ger. str.	—	—	SANDER, WHEELER & Co.	On 31st inst.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	BOHEMIA	Ger. str.	—	—	SANDER, WHEELER & Co.	On 19th August.	
NEW YORK	ATHOLL	Brit. str.	—	—	DODWELL & Co., Ltd.	About 23rd August.	
NEW YORK via SUEZ CANAL	INTERPOLYDE	Am. str.	—	—	JARDINE MATHESON & Co., Ltd.	About 10th September.	
BOSTON & NEW YORK	INDRAGHIERI	Brit. str.	—	W. E. Kelway	JARDINE MATHESON & Co., Ltd.	About 10th inst.	
BOSTON & NEW YORK	KANSAS	Am. str.	—	R. Linklater	THE BANK LINE, LIMITED	On 9th August.	
BOSTON & NEW YORK	AMERICA	Ger. str.	k.w.	W. Fane	HAMBURG-AMERIKA LINE	About 31st Aug.	
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 3rd Aug., at 6 p.m.	
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 24th Aug., at 6 p.m.	
SAN FRANCISCO via AMOY, SHANGHAI & JAPAN, &c.	NILE	Am. str.	—	—	PACIFIC MAIL S.S. CO.	To-morrow, at D'light.	
SAN FRANCISCO via KEELUNG & JAPAN, &c.	MONGOL	Jap. str.	—	A. G. Stevens	PACIFIC MAIL S.S. CO.	On 13th Aug., at Noon.	
AUSTRALIAN PORTS via MANILA	NIPPON MARU	Jap. str.	—	T. Sekine	TOYO KISEN KAISHA	On 2nd August, at Noon.	
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	L. Klugkist	MELBOURNE & Co.	On 10th Aug., at Noon.	
MEXICAN, PERUVIAN & CHILEAN via JAPAN	COBLENZ	Ger. str.	—	—	TOYO KISEN KAISHA	On 6th Aug., at Noon.	
YOKOHAMA & KOBE	KIVO MARU	Jap. str.	—	W. W. Tucker	JARDINE MATHESON & Co., Ltd.	On 31st inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	ITOLA	Brit. str.	1 m.	—	SANDER, WHEELER & Co.	On 31st inst.	
YOKOHAMA & KOBE	VORWAERTS	Am. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Daylight.	
YOKOHAMA & KOBE	SHANTUNG	Brit. str.	—	G. Tabosa	NIPPON YUSEN KAISHA	On 31st inst., at 5 p.m.	
KOBE & YOKOHAMA	ABRATON APAC	Jap. str.	—	F. M. Amelin	DAVID SASSON & Co., Ltd.	On 5th August.	
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELBOURNE & Co.	About 20th Aug.	
NAGASAKI, KOBE & YOKOHAMA	NIEKO MARU	Jap. str.	—	M. Yagi	JAVA-CHINA-JAPAN LINE	On 31st inst., at Noon.	
NAGASAKI, KOBE & YOKOHAMA	TIPANAS	Jap. str.	—	—	JARDINE MATHESON & Co., Ltd.	On 6th Aug., at Noon.	
TIENSIN via WEIHAIWEI	CHONGSHING	Brit. str.	—	W. Liddell	JARDINE MATHESON & Co., Ltd.	On 31st inst.	
SHANGHAI	KWONGSANG	Brit. str.	—	V. F. Richard	JARDINE MATHESON & Co., Ltd.	On 31st inst.	
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	Noguchi	NIPPON YUSEN KAISHA	On 1st Aug., at Noon.	
SHANGHAI, MOJI & KOBE	FOOKANG	Brit. str.	—	T. A. Mitchell	JARDINE MATHESON & Co., Ltd.	On 1st Aug., at Noon.	
SHANGHAI, MOJI & KOBE	FOOKANG	Brit. str.	—	Benson	BUTTERFIELD & SWIRE	On 1st Aug., at 4 p.m.	
SHANGHAI	ARADIA	Brit. str.	—	S. Barcham	P. & O. S.N. Co.	About 1st August.	
SHANGHAI, MOJI & KOBE	SEVILLA	Ger. str.	—	—	HAMBURG-AMERIKA LINE	On 2nd Aug.	
SHANGHAI	ANBU	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 3rd Aug., at 5 p.m.	
SHANGHAI	BOHEMIA	Am. str.	—	—	SANDER, WHEELER & Co.	On 4th August.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	SAEDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S.N. Co.	About 6th Aug.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	KEISER	Ger. str.	—	L. Maass	MELBOURNE & Co.	About 7th Aug.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	JINSEN MARU	Jap. str.	—	M. Maschida	NIPPON YUSEN KAISHA	On 12th Aug.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	NIPPON	Brit. str.	—	—	DAVID SASSON & Co., Ltd.	About 20th August.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	DEN OF GLAMIS	Brit. str.	—	—	JARDINE MATHESON & Co., Ltd.	About 25th August.	
SHANGHAI	THIRL	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.	
SWATOW, AMOY & FOCHOW	KAKO MARU	Jap. str.	—	A. E. Hodgins	OSAKA SHOSHEN KAISHA	On 31st inst., at Noon.	
SWATOW, AMOY & FOCHOW	HAIVANG	Jap. str.	2 h.	—	DOUGLAS LAFRAIK & Co.	To-morrow, at 11 a.m.	
SWATOW, AMOY & FOCHOW	FOCHOW	Brit. str.	1 m.	Cowin	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.	
SWATOW, AMOY & FOCHOW	HAIVANG	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	On 2nd Aug., at 11 a.m.	
SWATOW, AMOY & FOCHOW	HAIVANG	Brit. str.	2 h.	J. S. Beach	DOUGLAS LAFRAIK & Co.	On 6th Aug., at 11 a.m.	
SWATOW, AMOY & FOCHOW	HAIVANG	Brit. str.	2 h.	M. O. Smith	SHAWAN, TOMES & Co.	To-morrow, at 4 p.m.	
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	A. W. Outebridge	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.	
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	Lesak	JARDINE MATHESON & Co., Ltd.	On 3rd August, at 2 p.m.	
MANILA, CEBU & ILOILO	ELIEN	Brit. str.	1 m.	Shiford	BUTTERFIELD & SWIRE	On 6th Aug., at 4 p.m.	
MANILA, CEBU & ILOILO	YUENSANG	Brit. str.	—	H. H. Holbe	SHAWAN, TOMES & Co.	On 9th Aug., at 4 p.m.	
BATAVIA, CHERIBON, SAMARANG, &c.	YUENSANG	Brit. str.	—	JARDINE MATHESON & Co., Ltd.	JAVA-CHINA-JAPAN LINE	On 10th Aug., at 2 p.m.	
BOMBAY via SINGAPORE & COLOMBO	HALAKA MARU	Jap. str.	—	P. H. Nomura	NIPPON YUSEN KAISHA	Quick despatch.	
SINGAPORE, PORT SWETHELMAN, PENANG & RANGOON	INDIA	Brit. str.	—	A. J. Evans	JARDINE MATHESON & Co., Ltd.	To-morrow, at Daylight.	
SINGAPORE, PENANG & CALCUTTA	KUTANG	Brit. str.	—	Bradley	JARDINE MATHESON & Co., Ltd.	On 31st inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA	TORELLA	Brit. str.	—	C. J. Swanson, R.N.R.	DAVID SASSON & Co., Ltd.	On 31st inst., at 1 p.m.	
SINGAPORE, PENANG & CALCUTTA	ORION MARU	Jap. str.	—	Tosawa	NIPPON YUSEN KAISHA	On 2nd Aug.	
SEIYU & SANDAKAN	BORO	Ger. str.	—	F. Sembl	MELBOURNE & Co.	Middle of August.	
KWANG CHOW WANG & HAIPHONG	SEKIANG	Frn. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 31st inst., at 9 a.m.	

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
Kobe, Hongkong and Rangoon.

## EASTWARD.

The S.S. "ITOLA," 5,257 tons, Captain W. W. Tucker, will be despatched for YOKOHAMA and KOBE on 31st July, at Noon, to be followed on 10th August by S.S. "MUTTRA," Capt. H. Curry, taking Cargo and Passengers at Current Rates.

## WESTWARD.

The S.S. "ITINDA," 5,251 tons, Captain A. J. Evans, will leave Hongkong for SINGAPORE, PORT SWETHELMAN, PENANG and RANGOON on 30th July, at D'light, followed by the S.S. "FULFATA," Captain H. W. Talbot, on the 5th August, at Noon, and S.S. "FAZILKA," Captain Cammack, on the 10th Aug., at Noon, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
AGENTS.  
Telephone No. 215.  
Hongkong, 27th July, 1912.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI, PENANG & CALCUTTA "KWONGSANG" ... Wed., 31st July, Noon.  
 "SHANGHAI, KOBÉ & MOJI" ... Wed., 31st July, Noon.  
 "SHANGHAI, KOBÉ & MOJI" ... Thursday, 1st Aug., Noon.  
 "MANILA" ... Saturday, 3rd Aug., 2 p.m.  
 "TIENSIN via WEIHAIWEI" "CHEONGSHING" ... Tuesday, 6th Aug., Noon.  
 "MANILA" ... Saturday, 10th Aug., 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUTANG," "NANGANG" and "FOOKANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
 \* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
 \* Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.  
 Telephone No. 215, Sub. Exch. 4.  
 For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
GENERAL MANAGERS.  
Hongkong, 29th July, 1912.

## "SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR LONDON, LEITH & ANTWERP "PEMBROKESHIRE" ... About 10th Aug.  
 SHANGHAI, NAGASAKI, KOBE & DEN OF GLAMIS ... About 25th Aug.  
 YOKOHAMA  
 LONDON, LEITH & ANTWERP "CARMARTHENSHIRE" ... About 3rd Sept.  
 SHANGHAI, KOBÉ & YOKOHAMA "FLINTSHIRE" ... About 20th Sept.  
 \* Does not carry passengers.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
AGENTS.  
Hongkong, 23rd July, 1912.

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.  
VIA VANCOUVER

AND  
THE CANADIAN PACIFIC RAILWAY  
PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.  
SUBJECT TO ALTERATION.

FOR VANCOUVER. 1912

"MONTEAGLE" ... Sat., 3rd Aug.  
 "EMPERESS OF INDIA" ... Sat., 24th Aug.  
 "EMPERESS OF JAPAN" ... Sat., 14th Sept.  
 "MONTEAGLE" ... Sat., 6th Oct.

From Quebec. 1912

"ALLAN LINE" ... Fri., 30th Aug.  
 "EMPERESS OF BRITAIN" ... Fri., 20th Sept.  
 "ALLAN LINE" ... Fri., 11th Oct.  
 "EMPERESS OF IRELAND" ... Fri., 1st Nov.

Steamships leave HONGKONG at 6 p.m.  
 The direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York 27/10  
 Intermediate Steamship ... 243 ... 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prava opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS  
 By the OXY-ACETYLENE SYSTEM  
 Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

TAIKOO DOCKYARD & ENGINEERING CO.  
 OF HONGKONG, LIMITED.  
 GRAVING DOCK 787' x 88' x 34' 6"  
 Pumps empty Dock in 24 hours.  
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC.  
 Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.  
 Dockyard Manager Mr. J. REID, can be seen between the hours of 11 a.m. and 12 Noon at the Fowls Office.

MANAGERS AND AGENTS.  
 BUTTERFIELD & SWIRE,  
 HONGKONG, CHINA AND JAPAN.

## VESSELS ON THE BERTH

"INDRA" LINE, LIMITED.  
 FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAGHIERI,"  
 Capt. W. E. Kelway, will be despatched as above on or about the 30th July.

This Steamer has superior accommodation for a limited number of Saloon Passengers.

FARE TO BOSTON OR NEW YORK, £35.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	About 1st August	Freight and Passage.
LONDON via USUAL PORTS	DELTA	Noon, 3rd Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. E. P. Martin, R.N.R.	About 6th Aug.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PEKING, COLOMBO, PORT SAID and MARSEILLES	PERA	About 7th Aug.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 26th July, 1912

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
KOBE	"SHANTUNG"	On 30th July, 4 p.m.
SWATOW, AMOY, NINGPO & SHANGHAI	"FOOCHOW"	On 30th July, 4 p.m.
MANILA, CEBU and ILOILO	"TEAN"	On 30th July, 4 p.m.
SHANGHAI	"CHINHUA"	On 1st Aug., 4 p.m.
SHANGHAI	"ANHUI"	On 3rd Aug., 4 p.m.
MANILA, CEBU and ILOILO	"KAIFONG"	On 6th Aug., 4 p.m.

## DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

SS. "LINTAN" and S.S. "SANUL" have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FAIRER. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—

Hongkong, 29th July, 1912. TELEPHONE 36. AGENTS.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA.

## MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 30th July, at 11 A.M.
"HAIYAN"	Capt. J. S. Beach	TUESDAY, 6th Aug., at 11 A.M.
"HAIYONG"	Capt. W. O. Passmore	FRIDAY, 2nd Aug., at 11 A.M.

## For SWATOW AND RETURN.

(Occupying 5 Days).

"HAIMUN" ... Capt. J. W. Evans ... WED'DAY, 31st July, at 11 A.M.  
SUNDAY, 4th Aug., at 10 A.M.  
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the months of July and August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 27th July, 1912.

# HAMBURG-AMERIKA LINIE

## IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. SUBVIA ...	2nd August.
S.S. FISA ...	15th August.
S.S. O. J. D. AHLERS ...	22nd August.
S.S. C. FRED. LAEISZ ...	11th Sept.
S.S. ARCADIA ...	24th Sept.

For Further Particulars, apply to—

### HOMeward.

FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. SILESIA ...	11th August.
FOR HAVRE, ROTTERDAM & HAMBURG:	
S.S. FUERST BUELOW ...	13th August.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. GOLDENFELS ...	23rd August.
FOR HAVRE, ROTTERDAM, & HAMBURG:	
S.S. BRISGAVIA ...	5th Sept.
FOR HAVRE & HAMBURG:	
S.S. SUBVIA ...	11th Sept.
FOR BOSTON & NEW YORK:	
S.S. AMERICA ...	About 31st Aug.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 29th July, 1912.

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# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU

## TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

## "NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 9th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 13th August, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TETUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

## BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

## MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG and HAIPHONG, on WEDNESDAY, the 31st July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C., & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 6th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
VICTORIA, B.C., & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, AND YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 7th Sept., at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$ 110.00

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW via SWATOW and AMOY	"KALJO MARU"	WED'DAY, 31st July, at Noon.

N.B.—The Co's Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co's wharf (near the Harbor Office, Praya Central). For information of Freight, Passage, Sailing, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,  
MANAGER.

7778-7

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU	16,000	WED'DAY, 31st July, at Daylight.
	AKI MARU	12,000	WED'DAY, 14th Aug., at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	S SADO MARU	12,500	TUESDAY, 30th July, at 4 P.M.
	YOKOHAMA MARU	12,500	TUESDAY, 13th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	7,000	FRIDAY, 2nd Aug., at Noon.
	NIKKO MARU	9,500	FRIDAY, 30th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU	12,000	MONDAY, 5th Aug.
KOBE and YOKOHAMA	KAGA MARU	12,000	WED'DAY, 31st July, at 5 P.M.
SHANGHAI, MOJI and KOBE	BOMBAY MARU	5,000	WED'DAY, 31st July.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	9,600	WED'DAY, 31st July, at Noon.
SHANGHAI and KOBE	JINSEN MARU	4,000	MONDAY, 12th Aug.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

## NEW LINE OF STEAMERS

## BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"CEYLON MARU," 6,000 tons, Capt. Tozawa, Friday, 2nd Aug.  
"HIROSHIMA MARU," 4,000 tons, Capt. Hirase, Saturday, 13th Aug.

## REDUCED SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 3241.

[12-15-656]

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

## PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELTA	8000	August 3	MALOGA	Sept. 1
ARCADIA	7000	August 17	MONTELOJA	Sept. 15
ASSAYE	7500	August 31	MEDINA	SATURDAY, Sept. 28
INDIA	8000	September 14	MALWA	Oct. 1
DEVANHA	8000	September 28	MOOLTAN	Oct. 18
OHINA	8000	October 12	MACEDONIA	Oct. 26
DELTA	8000	October 26	MOREA	Nov. 9
				Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## FARES TO LONDON:

1st SALOON £71.10 SINGLE, £105.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	about	about
NUBIA	September 4	October 19
SARDINIA	September 18	November 2
NAMUR	October 16	December 1
NANKIN	October 30	December 15
NYANZA	November 13	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.00 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,  
Acting Superintendent.

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